

PERSHING DRIVES INTO VILLA AMBUSH

Auto Party Fired on in Night
Expedition 500 Miles
From Border.

AVIATORS GIVE AIR

WITH PERSHING 500 MILES SOUTH OF COLUMBUS, N. M., sent via radio from Nampiquita, to Columbus, N. M., April 14.—Gen. Pershing and his staff drove in automobiles through a Villista ambush in the dark last night. A hidden band of one hundred supposed to be under the command of the Villista General Tangua attacked their train.

Twelve aero squadron and trucks were following twenty minutes behind the Pershing cars. The landits, scattered in dense mesquite on both sides of the road, opened fire on three sides of the train.

Lights were put out and the men flattened themselves out on the ground as bullets ripping through the train curtains splintered the sides of the machines.

The aviator in command of the train was exposed to a persistent fire and directing the Americans to fire only at the flashes of light.

Clouds barred the moon and the attackers were driven off after forty minutes. The Americans were hit, but a bullet went through a cook's hat. Bandits mounted and fled, leaving blood and trails of bloodstains and dead men behind them. The bandits saw the bandits jumped upon a truck or auto containing Pershing headquarters equipment.

The attack occurred five miles from the Carranzista camp of Gen. Llanos whose outposts were encountered on the way by Pershing.

A detachment of a hundred miles south of this place landed at this place some time before the arrival of the troops. Pershing is now in personal command on the extreme front.

LOSS HERE ON TWO SHIPS SUNK

American Underwriters Will Have to Pay \$1,500,000

Reports reached war risk underwriters yesterday of the sinking of two British steamers. It was estimated the American underwriters' loss was \$1,500,000. The ships were the *Albatross*, which sank, and the *Albatross*, which sailed from St. John, N.B.,

As a result of the loss of these two steamers, it was predicted that the local market would see a slump in rates today to place it on a level with the London market. This would place it at 2 per cent for ports on the west coast of England, 2½ to 3 per cent for London and east coast ports, and 3½ per cent for trans-channel ports.

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